

Events Committee Minutes



The Events Committee met at 09:30 – 18:00 hours on Thursday 3 May 2012 at the Regina Palace Hotel, Stresa, Italy

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Present:

Chris Atkins – Chairman

George Wossala – Vice Chairman

Henry Bacchini

Gary Bodie

Carolijn Brouwer

Gianfranco Busatti

Tomasz Chamera

Jan Dawson

Oleg Ilyin

Phil Jones

Fiona Kidd

Bjorn Lofterod

Pablo Masseroni

Takao Otani

Alfredo Ricci

Corinne Rolland-McKenzie

Malav Shroff

Nadine Stegenwalner

Totos Theodossiou

Zvi Ziblat

Apologies received:

David Irish – Vice President

Henri van der Aat

Alejandro Abascal Garcia

Kim Andersen

Karel Bauer

HRH Crown Prince Frederik of Denmark

Bill O'Hara

Absent:

Sofia Bekatorou

Quanhai Li

1. Welcome & Introductions

The Chairman opened the meeting and welcomed everyone to the Events Committee meeting in Stresa, Italy. It was agreed by the Committee Members that when helpful and appropriate for communication to non-committee members, a copy of relevant CM papers would be attached to the minutes.

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2. Minutes of the Previous Meeting

(a) Minutes

The Committee noted the minutes of the Events Committee meeting of 9 November 2011. The minutes can be downloaded at www.sailing.org/meetings.

(b) Minutes Matters Arising

There were no other matters arising not covered elsewhere on this agenda.

3. Conflicts of Interest

The Current Statements of Interest were noted by the Committee. Carolijn Brouwer's statement of interest had been amended since the November meeting in 2011. There were no other updates.

4. Executive Committee Update

(a) The Committee noted the minutes of the Executive Committee meeting held in February.

- i) 10(b) - ISAF Sailing World Cup (SWC) – progress on the implementation of the Sailing World Cup. It has been agreed to appoint a dedicated ISAF Sailing World Cup Manager.
- ii) 10(c) - Olympic Sailing Competition 2012 – The medal ceremony will take place at the venue, not the Nothe.
- iii) 10(d) - Olympic Sailing Competition 2016 – The Evaluation Working Parties for the 2016 Olympic Equipment evaluation event were appointed.
- iv) 10 (e) - IOC Youth Olympic Games 2014 - Techno 293 has been agreed as the windsurfer. The 1 Person Dinghy is to be decided by the Executive at this conference.
- v) 10(g) - 2011 ISAF Sailing World Championships, Perth – A very successful event
- vi) 10(i) – a Media Advisory Group has been established. From the Events Committee Thomas Chamera and Alastair Fox, the ISAF Head of Competitions Department are on this group
- vii) 3(c)(ii) - Athlete Participation Programme – The 2012 funding decisions have now been approved
- viii) 12 – ISAF Marketing Strategy – ISAF will now work with external consultants with regard to sponsorship and prioritise sponsor acquisition for the ISAF Sailing World Cup and ISAF Youth World Championships.

5. Implementing ISAF Events Strategy

(a) The Committee received a progress report from the Chairman of the Events Committee.

In the committee's 4th and final year, the implementation continues to adhere to the strategy outlined in the Olympic Commission report adopted by Council. Two elements in the strategy have come into sharper focus during the last 3 years:

- global focus versus European focus, and the need to sustain the level of participation in Europe while driving growth in other continents;
- the question of cost, and the need to reduce the cost and wherever possible increase the appeal to participants and audience of our events.

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The Olympic recommendations of today will enable ISAF to establish more continuity over Olympic decisions, and for sailors to know before the conclusion of the 2012 Olympic Sailing Competition the Events and Equipment for 2016.

The Sailing World Cup recommendations will enable ISAF to clarify the role and purpose of the Sailing World Cup within the overall portfolio of Events.

Making these decisions at this conference will allow ISAF to make follow-on decisions, such as Core Events and Equipment, and Olympic Event Formats, in November 2012. It will also allow others, such as Olympic Classes and Regional Sailing Organisations, to make their decisions in time for the 2013-2016 quadrennium.

Today's preliminary discussion on Olympic Format, fleet sizes and continental qualification places will therefore be followed up by final recommendations to November's Council meeting. See the attached CM paper EC_5.

6. 2012 Olympic Sailing Competition

- (a) The Committee received a progress report from the Head of the Competition's Department on the 2012 Olympic Sailing Competition including course options. It was noted that a windward finish course option would be added to the Sailing Instructions and that the Technical Delegates were considering adding a course option with a windward finish with a reach to port. It was reported that the Documents Working Party were making good progress with all of the documents and that the draft Sailing Instructions had been sent to the Racing Rules Committee for their approval. Particular thanks were made to all the members of the Working Party. It was noted that the IOC had informed ISAF that that the 2d Swiss Timing tracking viewer would not be made available on the ISAF website but that there was the possibility that the tracking viewer could be made available to Broadcast Rights Holders.
- (b) The Committee approved a report from the Chairman of the Events Committee on the official review and report of the 2012 Olympic Sailing Competition. See the attached CM paper EC_6.

7. 2016 Olympic Sailing Competition Format

- (a) The Committee received and endorsed an interim report from the Format Working Party and discussed options. See the attached CM paper EC_7. Final recommendations will be made in November 2012 following publication of the Olympic Review and consultation with Classes and other stakeholders.

Any comments should be sent to secretariat@isaf.co.uk with the words 2016 Format clearly stated in the subject of the email. The deadline for feedback is 30 September 2012.

The Committee also received a report from Gary Bodie on costs of organising regattas, and asked that these recommendations be taken into account by the WP in its final recommendations.

8. Event & Equipment Evaluation

- (a) The Committee received a report from the Olympic Equipment Evaluation Team on the Mixed Multihull and Women's Skiff evaluations held in Santander from 17 – 25 March 2012.

The committee complimented the Evaluation Team on its reports that had been made available to all via the web. The committee also thanked the designers and manufacturers that developed and provided boats for the Evaluation Trials, and the

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sailors and volunteers involved.

The committee voted to accept the recommendation that the choice for the Women's Skiff should be between the Mackay FX and the RS900.

Vote: for: 12; against: 6; abstain: 0.

Recommendation to Council

The Events Committee recommends that the Mackay FX is selected as the Women's skiff.

Vote:

Mackay FX	14
RS900	2
Abstain	1

Note: Corinne Rolland-McKenzie, Takao Otani and Malav Shroff did not vote.

The committee voted to accept the Evaluation Team's recommendation that the choice of Mixed Multi-hull should be between the Nacra 17 and the Viper.

Vote: for: 14; against: 1; abstain: 2.

Recommendation to Council

The Events Committee recommends that the Nacra 17 is selected as the Mixed Multihull.

Vote:

Nacra 17	9
Viper	8

Note: Carolijn Brouwer left the table for the Mixed Multihull discussions and voting. Corinne Rolland-McKenzie and Malav Shroff did not vote.

- (b) The Committee received a report from the Kiteboarding Format Evaluation Group on the Kiteboard evaluation held in Santander from 17 – 25 March.

There was a discussion on the option of delaying the Kiteboarding and windsurfing decision until November. Whilst this focused on the opportunity for ISAF to raise the issue with the IOC, with a view to securing additional medals for Kiteboarding, as reflected in the Recommendation to Council, concern was also expressed that the meeting did not have a recommendation from the Windsurfing and Kiteboarding Committee on the issue.

Recommendation to Council

The Events Committee recommends to include Kiteboarding into ISAF events.

Vote: for: 14; against: 3; abstain: 2.

The Events Committee recommends that no decision should be made on the RS:X and/or Kiteboarding event until November after a direct approach has been made by ISAF to the IOC for additional medals for Men's Kiteboarding and Women's Kiteboarding events.

Vote: for: 13; against: 5; abstain: 0.

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If Council decides to make the decision on the RS:X and/or Kiteboarding event then the Events Committee recommends the RS:X is selected.

Vote:

Men's RS:X	14
Men's Kiteboarding	2
Abstain	3

Women's RS:X	15
Women's Kiteboarding	2
Abstain	2

9. 2016 Continental Olympic Qualification place allocation

- (a) The Committee received a report from the Regions Working Party and discussed options on the distribution of qualification places across Continental Olympic Qualification regattas. Final recommendations will be made in November 2012 following publication of the Olympic Review.

10. Sailing World Cup

- (a) The Committee received a report from the Head of the Competition's Department on the 2012 ISAF Sailing World Cup. It was noted that there were still challenges with the calendar of events due to the fact that the Class World Championships have to be held before 1 June to allow for final Olympic qualification. As a result of this attendance was down at many of the Sailing World Cup events.
- (b) The Committee received a report from the Chairman of the Sailing World Cup Working Party on the future implementation of the ISAF Sailing World Cup.

The report's key recommendations included:

- the SWC Continental Regattas offer an essential focus for the sport on each continent, providing local focus, development opportunities, and qualification opportunities, including qualification to the Olympic Games;
- a global series of SWC regattas, linked by a points score with a minimum number to count, is not supported given the costs and logistics involved;
- instead there should be an annual SWC Final for which sailors qualify from their SWC continental regatta; the SWC Final would be differentiated through limiting the number of entries per Event;
- ISAF should seek to establish a SWC regatta in South America to enhance the legacy value of the 2016 Olympics

The Committee failed to reach a consensus view on the WP's recommendations.

Recommendation to Council

The Events Committee did not support the current implementation plan of the 2013 ISAF Sailing World Cup built around an event on every continent.

Vote:

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Approve	9
Reject	11
Abstain	0

11. New Ranking System

- (a) The Committee received a progress report from the Head of the Competition's Department. It was noted that due to two large database projects, ISAF Sailor Classification and the Olympic Data Feed, work had not begun to deliver the new Rankings database. The Events Committee noted that it was essential that work began on the new system as soon as possible.

12. ISAF Sailing World Championships

- (a) The Committee received a report from the Head of the Competition's Department on the 2011 ISAF World Championships and noted that the Regatta Director would be making a full presentation to Council on the following day.
- (b) The Committee received a progress report from the Head of the Competition's Department on the 2014 ISAF World Championships. It was noted that the contract between the RFEV and ISAF had been signed and that plans were being developed for the TV contract, Test Event and event format.
- (c) The Events Committee reviewed proposals from Tomasz Chamera and Fiona Kidd on the process for future venue selection for the ISAF Sailing World Championships, and agreed to forward these proposals to the Executive for their consideration.
- (d) The Events Committee reviewed proposals for fleet sizes for future ISAF Sailing World Championships. It was noted that the WP was currently divided on the issue, and it should try to reach an agreed recommendation for review in November 2012.

13. ISAF Youth Worlds

- (a) The Committee received a report from the Chairman of the ISAF Sailing Youth World Sub-committee on forth-coming Youth World Championships.
- (b) The Committee received a report from the Chairman of the Youth World's Strategy Working Party regarding options for the future championships programme. This report is attached as CM_13(b). The Committee agreed that the Youth Worlds Championships Sub-committee should review these options and make recommendations to Events Committee in November 2012.

14. 2014 Youth Olympic Games

- (a) The Committee received a progress report from the Head of the Competition's Department. It was noted that the IOC had confirmed there would be an athlete quota of 100 and that there would be 4 medals for the sailing events – men's and women's one person dinghy and men's and women's windsurfer. It was also noted that the YOG Working Party had finalised the Qualification System and that the IOC was currently reviewing the policies.

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- (b) The Committee received a progress report from the Chairman of the YOG Working Party. The Chairman of the WP reported that the WP is recommending the selection of the Byte C2 as the 1 person Dinghy equipment. Pablo Masseroni of the WP spoke in favour of the alternative Laser 4.7. The Committee noted the decision is to be made by the Executive.

15. Team Racing

The Committee received a progress report from the Chairman of the Team Racing Sub-committee on the Team Racing World Championships. Because discussions with bidders had not yet reached a conclusion, it was agreed that any recommendation on the 2013 World Championship would be delayed. If necessary the recommendation could be decided by the sub-committee by email, and then circulated to members of Events Committee for their approval.

16. Sports Presentation

- (a) The Committee received a progress report from the Head of the Competition's Department on Media Guidelines at ISAF and Olympic sailing events. He reported that the initial focus was on guidelines for the 2012 Olympic Sailing Competition. Guidelines appropriate to the broader set of ISAF Events would be developed after the Olympics.
- (b) The Committee received a report reviewing 2011 sports presentation and previewing 2012 plans from the ISAF Head of Competitions.

17. Olympic & SWC Regulations – deferred submissions

- (a) Submission 100-11
The Committee noted the amended wording for Submission 100-11. See Council agenda item 6(g).
- (b) Submission 101-11
The Committee re-consider submission 101-11 from the Chairman of the Events Committee about Olympic Events Selection – Specification of the Voting Process – New Regulation 23.1.9.
Recommendation to Council: Approve
Vote: 22 in favour, 1 against, 1 abstention
- (c) Submission 109-11
The Committee re-consider submission 109-11 from the Austrian Sailing Federation, Canadian Yachting Association, Royal Spanish Sailing Federation, Finnish Sailing and Boating Federation, Deutscher Segler-Verband, Hellenic Sailing Association, Italian Sailing Federation, Slovenian Sailing Federation, Serbian Sailing Association, US SAILING and International Access Class Association about ISAF Sailing World Cup – Regulations 24.3.1 and 24.3.2
Recommendation to Council: Approve.
Vote: Unanimous

18. Other Submissions

- (a) There were no other submissions from the Events Committee to report.

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19. Strategic Plan

- (a) The Chairman noted that in this 4th year of the quadrennium, the focus of the ISAF Events Department was on implementing the Sailing World Cup and on the Olympic Sailing Competition and other associated events.

20. Any other Business

- (a) The Committee received a report from Pablo Masseroni on the Working Party process, and on some best practices. The Committee thanked Pablo for his recommendations, and agreed that these practices should be made available to the next Events Committee when it sets up Working Parties.

ISAF Events Committee

Progress Report – Decisions for 2012

1 Overall Approach

- 1.1 Events Committee has the responsibility to make recommendations on the policy and implementing actions for ISAF events including the Olympic regatta. Sailing is a diverse and participation-based sport, and ISAF's approach, as governing body, should be on the one hand inclusive and enabling, and on the other hand clear and consistent.
- 1.2 ISAF's Olympic Commission recommended an overall strategy and approach for the Olympic, youth and junior element of the sport. This has been adopted in principle by ISAF, and should continue to be used as the primary framework to provide this consistency.
- 1.3 The Olympic Commission recommended 5 areas of focus:
 - 1.3.1 **increase universality** through clear, accessible and inexpensive pathways for young sailors, and wider inclusion of sailing in Regional Games;
 - 1.3.2 **expand qualification opportunities** through accessible local qualification events, leading to continental representation at the Olympic Games and other events;
 - 1.3.3 **build popularity** through good presentation exploiting latest technologies; develop elite sailing to be an attractive sports property;
 - 1.3.4 **improve events structure** so that sailing's champions are clearly identified, there are clear pathways for sailors and MNAs to prepare for Olympic competition, and the global growth of the sport is encouraged through local opportunities to compete;
 - 1.3.5 **enhance sailing at the Olympic Games**, ensuring it demonstrates the diversity of skills of leading sailors, and showcases the sport to live and remote audiences.
- 1.4 The Olympics provides focus for the sport of sailing, and associated decisions, every 4 years. These decisions are made within the Olympic constraints determined by the IOC. Between Olympics ISAF and its stakeholders (MNAs, Regional Associations, Classes) have the responsibility and opportunity to take the sport forwards, and maintain its public profile.
- 1.5 Sailing is an ideal sport for young people, and ISAF should ensure the sport remains relevant, accessible and appealing to this community. Decisions ISAF makes regarding its youth events flow down to, and influence, programmes run by MNAs for their young sailors.
- 1.6 Sailing, in common with many other sports, is Euro-centric. In the current economic world order the major growth opportunities for sailing are outside Europe. ISAF should continue to support the sport's strong presence in Europe while encouraging growth in other continents.
- 1.7 Cost has become a major issue in recent years. In particular the costs borne by sailors and event organisers need to be kept as low as practicable. Sponsors are looking for far more tangible value from sporting event sponsorship, and if the sport of sailing is to be attractive to sponsors, ISAF needs to take into account sponsor value when making event decisions.

2 Decisions for May 2012

- 2.1 ISAF Events Committee has completed 3 years of the current 4-year term. As a result of taking Olympic Event decisions prior to the 4th year of the term, the Committee now has the opportunity to reflect these Olympic decisions in its recommendations in other areas. **The purpose of this report is to identify the key issues that should be addressed in our final two meetings.**
- 2.2 The remaining 2016 Olympic Event decision is the "RS:X and/or Kiteboarding" decision. At the evaluation event in March an ISAF WP evaluated Kiteboarding as an Event, and the Committee is therefore now in a position to recommend if and how Kiteboarding is included at ISAF events, including any associated equipment recommendations, and in particular whether Kiteboarding and/or Windsurfing should be selected as Events for 2016.

- 2.3 The remaining 2016 Olympic Equipment decisions are the choices of the women's skiff and the mixed multi-hull. In 2010 ISAF amended its regulations so that new Equipment can only be selected after a formal evaluation process. This evaluation was also conducted in March 2012, the Equipment Evaluation WP has published its comprehensive reports on these two choices, and again the Committee is in a position to make its recommendations.
- 2.4 The ISAF Sailing World Cup (SWC) gives ISAF the opportunity to support and promote the sport of Olympic sailing worldwide between Olympic Games. ISAF has already agreed that the SWC should be a set of global events, at least one per continent, and is in the process of implementing this set of events for 2013-2016. The Executive will provide a progress report on this in May 2012.
- 2.5 The SWC WP was established in November 2011 to make recommendations on the future implementation of the SWC. Decisions on these recommendations, in particular on the purpose of SWC, and how the SWC continental events are linked, should be made in May 2012.
- 2.6 The IOC has requested ISAF supports the principle of universality through continental Olympic qualification events and continental representation. 50% of sailing's Olympic places are allocated to the ISAF Sailing World Championships, now held in year 2 of the 4-year Olympic cycle (i.e. 2014). The other 50% will be allocated to continental qualification regattas held in 2015 (or early 2016). These regattas should be confirmed in May 2012 so that follow-on planning and decisions can begin.
- 2.7 Two submissions, recommended for approval by Events Committee, were deferred by Council in November 2011. These were the submissions on Olympic Events Voting Process, and on Paralympic Events at the Sailing World Cup. The text of both has been refined by the Constitution Committee to enable a final decision in May 2012.

3 Other May 2012 Discussions for Decision in November 2012

- 3.1 Linked to Olympic Events and Equipment is format. The Events Committee has already recommended that the format of each Event should be optimised for that Event and Equipment, and that final 2016 format decisions should not be made until after the review of the 2012 Olympic Regatta. In May 2012 Events Committee should review the options being proposed by the Olympic Format WP prior to wider consultation with stakeholders.
- 3.2 There has been demand for greater continuity in ISAF's choices of Olympic Events and Equipment. In November 2011 ISAF agreed processes that enable both Core Events and also Core Equipment to be selected (at the November meeting immediately following the Olympics) for the next two Olympics. The final wording regarding the voting process will be reported to the May 2012 meeting, enabling Events Committee to make recommendations on Core Events and Equipment in November 2012.
- 3.3 The IOC requirement for continental representation and qualification regattas requires an allocation of Olympic places by continent for each Event. Final decisions should be made at the same time as Olympic fleet sizes are decided, which will be in November 2012 following the review of the 2012 Olympic Regatta. In May 2012 Events Committee should review options on Olympic fleet sizes, and the options proposed by the Regions WP for allocation of continental places, prior to final decisions in November 2012.
- 3.4 The ISAF Events Manager will report on the 2011 ISAF Sailing World Championships, and give a progress report on the 2014 event. In May 2012 the Committee should also review options on fleet sizes for 2014 being proposed by the Qualification WP prior to final decisions in November 2012.
- 3.5 ISAF has decided to have one annual ISAF Ranking System for Olympic Events, replacing the current two systems (the 2-year Ranking System, and the Sailing World Cup Standings) after the end of the 2012 Olympics. The new ranking system should be simple, and as inclusive as the current; the primary goal of this ranking should be to rank sailor performance

at events over the preceding 12 months. Once SWC decisions have been made in May 2012, the ISAF Rankings Sub-committee can refine the points formulae of the new system.

- 3.6 ISAF should ensure that the recognised pathway, from junior to youth to Olympic, is simple, low cost and consistent, and that the ISAF Youth World Championships is an event that supports this pathway and is accessible to as many nations as possible, yet remains of a size that is affordable and sustainable. Options for the Championships have been proposed by the Youth Worlds Strategy WP, and these should be reviewed in May 2012 prior to final recommendations in November 2012 when the Championships Sub-committee next meets.

4 Other May 2012 Agenda Items

- 4.1 Following the discussion in November 2012 led by the Chairman of Race Officials Committee, the ISAF Events Manager will report on course allocations and course options for 2012 Olympics.
- 4.2 The Chairman of Events Committee will report on the process for production of the Review of the 2012 Olympic Regatta.
- 4.3 The Chairman of the Youth Worlds Championships Sub-committee will report on progress on implementation of future Championships.
- 4.4 The Chairman of the Youth Olympic Games WP will report on its recommendations for the 2014 Youth Olympic Games.
- 4.5 The Chairman of the Team Racing Sub-committee will report on future team racing world championships.
- 4.6 Fiona Kidd and Tomasz Chamera will present a paper on the venue selection process for future ISAF Sailing World Championships.
- 4.7 Pablo Masseroni will present a paper on processes to be adopted by Events Committee Working Parties.
- 4.8 The ISAF Events Manager will report on Media Guidelines at ISAF and Olympic regattas.

Chris Atkins

April 29th 2012

Post 2012 Olympic Review

Recommendation on the Process for Producing the Report

Events Committee terms of reference state that:

“Events Committee shall, every four years, at the meeting immediately after the Olympic Games, provide to Council a review of the Olympic Sailing Competition, and identify possible opportunities for change to ISAF’s Olympic strategy, or to Olympic Sailing Events or Equipment”.

2012 will be the first time such a review has been undertaken.

The following methodology is proposed:

- All Events Committee members attending the Olympic Sailing Competition shall be able to input the report. However at the Games most such members will be working full time in some other role. There shall therefore be a core team of three responsible for the report: the Chairman of Events Committee and two members of Events Committee for whom the review is their primary role at the Games: Henri van der Aat and Phil Jones.
- The method for meeting and contributing during the Olympic Sailing Competition shall be decided by the group at that time.
- Subjects and areas the group should evaluate in its review include:
 - quality of competition for sailors;
 - duration of regatta and of individual Events;
 - analysis of attractiveness and effectiveness of the various Events and Equipment;
 - suitability of fleet sizes, course areas, courses and race durations;
 - other obligations put on sailors;
 - shore facilities for sailors and race officials;
 - quality of technology and presentation of the sport: spectators; TV; other media;
 - any cost-related observations resulting in recommendations;
 - other opportunities to improve event for sailors, media and spectators.
- The group should seek out and include the views of sailors, coaches, ISAF TDs and Race Officials, MNA representatives, spectators, IOC, OBS, other media, LOCOG and ROCOG in its review.
- The review should identify options for change to ISAF’s Olympic strategy, Events and Equipment for 2020, as well as identifying areas for “no change” including possible Core Events and Equipment for 2020.
- The review should also include where appropriate comments on any outstanding Equipment, format and sports presentation decisions for 2016.
- A preliminary draft of the review should be circulated to other Events Committee members for comment at least four weeks before the review is published.
- The review should be published in October 2012 in time for its circulation as a Supporting Paper to Events Committee and Council.

**Events Committee Format WP
Olympic Format Options for 2016
Mid-Year Report – April 2012**

1. Objectives

For the purposes of format, sailing can be considered to have six different Olympic Events:

- Board (RSX and / or Kite M, RSX and / or Kite W)
- 1 person dinghy (Laser M, Laser Radial W)
- 2 person spinnaker dinghy (470 M & W)
- 2 person skiff (49er M and Equipment tbd W)
- 1 person dinghy (Finn M)
- 2 person multihull (Equipment tbd Mixed).

Historically the format for each event has been similar. This format, and the introduction of more variety of format across Events, should be reviewed to maximise sailor appeal, differentiation between events, range of skills being tested, and media and spectator interest.

ISAF should seek, through its policy and decisions on Olympic format, to **make sailing at the Olympics more compelling on a daily basis:**

- for the sailor – with a format that continues to challenge throughout the duration of the Event;
- for the spectator – with exciting action supported by good presentation;
- for the media – with newsworthy stories on every day.

In support of this primary objective, the strategy should also ensure Olympic sailing:

- reflects modern competitive sailing;
- through the chosen format of each Event, draws out different Equipment characteristics and providing the best “test of athlete” for that Event / Equipment;
- limits the duration of Events and the overall cost and duration of the Olympic regatta;
- makes TV production and other coverage simpler, lower cost, and better output for the viewer;
- enhances the experience for spectators at the event;
- remains consistent with the objectives outlined in regulations 23.1.1 and 23.1.2.

Note: Major Olympic sailing costs for OCOG are (source: LOCOG):

- Quantity of “equipment” (e.g. RC boats, RIBs), which is related to number of courses
- Number of officials and duration of event (flight & hotel costs)
- (if separate from main Olympics) Venue costs

What is Event “Format”? Format includes:

- Event duration – the total number of days for an Event
- Structure of competition: race programme; when sailors are eliminated; how medallists decided etc.
- Fleet sizes and duration of races
- Course layout & location
- Race scoring and Event scoring
- Medal ceremony, location and timing
- Elements of sailing presentation such as flags on sail, position of start and finish lines, applicability of rule 42, umpiring
- Non-racing requirements on sailors and organisers to improve the presentation of sailing and sailors.

2. Schedule of Reports & Decisions

Post-Olympic Review

ISAF has now introduced a formal post-Olympic review to “identify possible opportunities for change to ISAF’s Olympic strategy, or to Olympic Sailing Events or Equipment” [regulation 6.5.3(a)]. The review of the 2012 Olympics will be presented to Council in November 2012.

In addition the 2012 Olympic Sailing Competition will be introducing for the first time ticketing for 4,500 sailing spectators per day, Events rotating across courses, shorter courses close to shore designed to optimise the spectator experience, on-board cameras plus tracking supported by 2D and 3D graphics. Rio will accommodate 10,000 spectators per day, so the impact of the 2012 changes should be evaluated before 2016 format decisions are made. Other sailing “circuits” such as Volvo Ocean Race, Americas Cup and

Extreme 40s are also experimenting with new ways to present sailing to spectators, and television and on-line audiences.

In adopting the principles of the Olympic Commission report, ISAF agreed to:

- establish greater continuity in its Olympic Events and Equipment decisions;
- introduce change when, and only when, there is clear and agreed reason to do so.

In contrast to most Olympic sports, sailing is an “Equipment sport” – both format and Equipment define the Events. They are separate but are linked. Historically ISAF has directed almost all its focus on Equipment choice. The review now allows both format and Equipment to be considered at the same time, and should evaluate how well each suits the other. The review may therefore result in recommendations on format and / or Equipment in any particular Event, and should identify at the same time the purpose of any change. Recommendations on format might influence the analysis and outcomes of any future Equipment trials.

Recommended Process & Timeline: In its November 2011 report the WP put forward some preliminary “propositions”, and identified “options” for further assessment. This report develops these further. All these should then be considered as part of the post-Olympic review, in the light of the experience of 2012 Olympic regatta and other trials at other Olympic Class events. Final decisions should be made in November 2012.

Field of Play Processes: ISAF’s post-Olympic review should include a review of all FOP processes at the 2012 Olympic Regatta to assess how media- and spectator-friendly the sport currently is at the Olympics, and to identify any improvements that could be made for 2016.

3. Strategy and Schedule for Introducing Change

- i. While the Olympics is a one-off regatta, it should be consistent with the format and presentation of sailing and sailors by ISAF at all its events.
- ii. ISAF should move away from “the same format for every event”. Sailing is a diverse sport, and format diversity is as appropriate as Event and Equipment diversity.
- iii. However there should be an appropriate level of consistency across the sport to ensure that the sport of sailing can be understood by spectators and presented by commentators.
- iv. ISAF should be selective and only recommend change where it is clearly beneficial, and not “change for change’s sake”. Introducing major change in some Events and minor change in others is likely to be the best policy for 2016.
- v. Introducing change close to the Olympics is highly undesirable. Options for change should be evaluated between now and November 2012, and decisions in principal made then. Where possible changes should then be validated in the 2013 SWC and / or the 2014 Worlds, and where appropriate used in Olympic Qualification Events.
- vi. If a change introduced for one Event is later thought to be appropriate for another, then where possible this should be enabled.
- vii. The latest time for introducing final format adjustments (which by this time should be minor) is in time for their inclusion in the 2015 Olympic Test Event.

Recommendation 1: ISAF should choose the optimal format for each Olympic Event, and use different formats, as well as different Events and Equipment, to promote and reflect the diversity of the sport of sailing, and its appeal to athletes and spectators, from “traditional” to “modern”. Event names should be chosen once format has been decided.

Recommendation 2: With each option, ISAF should consider if and how such an option might be reflected within the ISAF Sailing World Cup, ISAF Sailing World Championships, and ISAF Sailing Youth World Championships. ISAF should be **explicit in its decisions** whether a change is Olympic-only, or for replication (wholly or in part) in other ISAF events. ISAF should liaise with the Olympic Classes over whether a change should also be replicated in Class events. Any change that will always be Olympic-only should be introduced only if there is compelling reason to do so for the Olympics.

Recommendation 3: Where appropriate, changes should be introduced during the 2013 ISAF SWC, reviewed and refined based on experience, and finally proven at the 2014 ISAF Worlds.

4. Basis of Competition

For the 8 dinghy / multihull Events and for windsurfing, current competitive sailing is based on course racing and series scoring. It is recommended that this remains the basis for most Events in 2016, as nations’

programmes and sailors’ build-up to 2016 have in most cases already started. Within that basis of competition there are the many format options already listed on page 1.

However for an individual Event ISAF could seek to be more radical. Any radical change should be trialled elsewhere (e.g. by the Class at its Championships) before being introduced into the Olympics and some preceding years’ SWC.

Recommendation 4: Whatever the basis of competition, the same sailing skills should be required to win on the final day as are required to qualify for the final day.

5. Number of Days Competition per Event

There is a balance between cost and daily media interest on one side and ensuring a good and fair test of overall sailor skill on the other. It is recommended that four days’ competition for an Event is optimal (most non-knock-out Olympic events have only two days’ competition) and this change should be introduced for all Events. One specific challenge for sailing is how to cater for un-sailable days.

Recommendation 5: Each sailing Event should have four sailing days, with a “Lay Day” scheduled after the 3rd day to be used in the event that the first three days’ programme has not been completed. The overall schedule should also provide spare day(s) in case the scheduled final day is not sailable.

6. Course Areas & Course Layout

The reduction in number of days competition for each Event means that the Olympic Sailing Competition can be completed in fewer days and on fewer courses. Reducing the number of course areas will significantly reduce OCOG cost and venue requirements, and improve the broadcast coverage and spectator experience.

Recommendation 6: There should be three course areas:

“Outer Course” - suitable for large fleet / long course racing and preferably sufficiently exposed to be able to test sailor skills in sailing in waves and open waters;

“Inner Course” - smaller and closer to spectators, but still able to accommodate large fleet races albeit maybe with more laps per race than on the outer course;

“Stadium Course” – the course closest to spectators, planned to be used for all Finals Day racing.

Recommendation 7: Events should not be tied to specific courses. ISAF should be free to allocate on a daily basis Events to courses to offer the best racing and spectator experience. Changes such as sailor sail-pasts, and finishing line close to spectators, should be introduced to optimise the spectator experience.

Note: in locations with unpredictable wind direction, more than three course areas might need to be identified to allow for any wind direction, but only three would be used on any day to limit the resources required.

7. Duration and Schedule of Regatta

Recommendation 8: The sailing regatta should be scheduled for 9 days sailing on 3 courses with a “rolling schedule” to maximise the number of days with Finals. There should be one Spare Day after the first week-end, and a second at the end of the regatta, to be used for Finals postponed because of the weather. (It is thought spectator tickets for the postponed Finals could be valid on the Spare Day). The first Spare Day should also provide a welcome break for volunteers. There should be no specific practice time scheduled. An example schedule for Rio is shown below; the order of Events is arbitrary and for illustration only.

Day # & date	1: Tues 9/8/2016	2: Wed 10/8/2016	3: Thur 11/8/2016	4: Fri 12/8/2016	5: Sat 13/8/2016	6: Sun 14/8/2016	Mon 15/8	7: Tues 16/8/2016	8: Wed 17/8/2016	9: Thur 18/8/2016	Fri 19/8
Stadium Course	Skiff M&W day 1	Skiff M&W day 2	Skiff M&W day 3	Laser M&W day 3	Skiff M&W Finals	Laser M&W Finals	Spare day	470 M&W Finals	Board M&W Finals	Multihull & Finn Finals	Spare day
Inner Course		Laser M&W day 2	Board M&W day 1	Multihull day 1	Board M&W day 2	Multihull day 2		Board M&W day 3	Multihull day 3		
Outer Course	Laser M&W day 1	470 M&W day 1	470 M&W day 2	Finn day 1	470 M&W day 3	Finn day 2		Finn day 3			
Lay Day			Laser M&W	Skiff M&W Board M&W 470 M&W	Laser M&W Finn Multihull	470 M&W Board M&W		Multihull	Finn		

Recommendation 9: The dates chosen for the Olympic sailing competition should allow sailors based in remote venues to attend the opening and closing ceremonies. There should be Finals on both days of the first week-end.

8. Equipment Measurement & Inspection

It is a sailor's responsibility to ensure his Equipment complies with the rules. Equipment inspection processes should be efficient and effective, and appropriate for the Equipment. They may therefore comprise a mix of pre-event measurement of some items and random checking of others during the event.

Recommendation 10: Athlete and Equipment registration should take place on the day before an Event starts. The 2012 Olympic measurement team should be asked, as part of the 2012 review, to make recommendations on the Equipment measurement and inspection processes for the 2016 Olympics. Events with significant pre-event Equipment measurement requirements should be scheduled later in the regatta to allow this measurement to take place between the start of the regatta and the start of that particular Event.

OPTIONS FOR FURTHER CONSIDERATION DURING 2012

A. Number of Entries per Event

Prior to finalising format, it is necessary to consider likely number of entries per Event so that the format and number of entries do suit each other. Options for 2016 number of entries include:

Event	Gender	# Crew	2012	Options for 2016		
			# Entries	Current	50/50	Towards 50/50
Board	M	1	38	38	32	36
Board	W	1	28	28	32	28
1P Dinghy	M	1	48	48	42	45
1P Dinghy	W	1	39	39	42	40
2P Dinghy	M	2	27	27	24	26
2P Dinghy	W	2	20	20	24	23
Skiff	M	2	20	20	20	20
Skiff	W	2		18	20	18
1P Heavy	M	1	25	25	24	25
Multihull	Mix	2		16	16	16
Keelboat	M	2	16			
Match Racing	W	3	12			
Totals						
# athletes			380	380	380	380
# men			237	221	202	214
# women			143	159	178	166
%W ratio			38%	42%	47%	44%

B. Fleet Size Considerations

Should sailing fleets be the same size? The WP recommends not, as participation levels vary round the world, and if the more universal fleets are larger, more nations will realistically be able to aspire to competing in the Olympics. However it is recommended that all Olympic fleet sizes should be small enough to be started satisfactorily as a single fleet.

Should sailing Events reduce the fleet size during the competition, or on the final day? Sailing is not well suited to live television. At ISAF events fleet sizes should therefore be chosen predominately to suit the athlete and the competition, and, at the Olympics, the live spectator as well. Sailing is wind-dependent and sailing champions should be able to perform, and ideally should be tested, in all conditions. Shortening the qualification phase of an Event is likely to reduce the range of conditions tested prior to any qualification. Therefore it is recommended that fleet sizes are not reduced until Finals Day.

Large fleets do present sailing with specific additional challenges for sports presentation, such as:

- Venue requirements
- Distance from land-based spectators of the course

- Area of water that needs covering by cameras
- Increased likelihood of general recalls, which delay race start and finish times

Racing a small fleet on a small course exchanges some of the big fleet / long leg tactical elements of our sport with more boat-on-boat tactics. Large fleets and long courses can deliver 2 or 3 races per day (as current). Whereas small fleets / shorter races can deliver at least 3 races per day, more if needed. Umpiring a spectated sport is advantageous, and is practical if the fleet is small enough. The final day's races should always be umpired so that the medal presentation can follow as soon as reasonably possible after the conclusion of the last race.

The WP therefore recommends that, at the Olympics, sailing Events should typically comprise 3 days racing for the entire fleet followed by umpired Finals Day racing for a smaller number of qualifiers.

How many boats should qualify for Finals Day? Live sport on television has ideally 8, and a maximum of 10 or 12 entrants, in a race. For most sports, more than this means the introductions take too long, the field of view cannot catch all the action, and the screen cannot display at the same time the positions of all boats. However sailors don't start from fixed positions, and for spectators at a non-stadium open air sailing venue, sail-pasts before and after the race, a course that is reasonably close to shore, more rather than fewer boats, and multiple laps are probably more beneficial to the overall experience. In addition, the more countries in a sailing race, the wider the global interest in that race. The current 10-boat Medal Race format seems to get the balance right, and the WP recommends retaining it as the fleet size on Finals Day.

C. Possible Format Variations Across Events

Recommendation 1 is that the format of each Event should be optimised to suit the Equipment. This will increase the diversity of sailing show-cased at the Olympics. The following sections examine options in a number of areas, and prescribe a process for consultation with MNAs and Classes prior to final decisions.

C1: Structure of Competition Recommendations

This recommendation is Olympics-only; there will be other considerations for Class and SWC events.

The WP recommends for the Olympics a 3-day fleet race series followed by three races for top 10 on Finals Day, with Qualifying Series (QS) points carried forward. This will increase the number of potential medallists, and place changing, on Finals Day. It will also provide more racing on the day for spectators.

As an option, an Event could have a one-off "Medal Race" between the top 4 sailors in place of the 3rd race on Finals Day to decide who wins which medal. This would enable anyone in the top four to win Gold, as the winner of this last race would be the gold medallist, second would be silver, etc. Before recommending this option, the WP would require any candidate Events to trial it at Class events in 2012 or early 2013.

The WP also considered the following options which were not supported for the reasons given.

- "normal" 4-day fleet race series. Not supported for the Olympics as the Final Day racing could not be umpired and would not be as well-suited for spectators and commentators or television.
- 3-day fleet race series followed by one "Finals Day" race for the top 10 – i.e. as current but reduced to 4 days. Not supported as it offers too few Finals Day races for spectators and, except for small fleets, the reduction in fleet size to 10 and the reduction in number of races to 1 makes place changes on Finals Day less rather than more likely. Finals Day must have the potential to make a difference.
- 3-day fleet race series with top 10 qualifying for a 3-race Finals Day; QS points not carried forward but some score carried forward to represent place at the end of the QS. This would reward performance in the qualifying series while still giving every finalist a chance of winning, but is not supported as the alternative of carrying forward actual points is less arbitrary and more reflective of actual performance.
- 3-day fleet race series with top 10 qualifying for a 3-race Finals Day; QS points not carried forward. Not supported. This would give every finalist the same chance of winning. However it could lead to "team racing" in the qualifying series, and it would mean medals are decided on the weather conditions of Finals Day only.
- 3-day fleet race series with top 10 qualifying for a 1-race Finals Day; QS points not carried forward. Not supported. This would maximise the uncertainty and excitement of the final race. However, in addition to the reasons in (iv) above, it would offer less spectator value and encourage extreme tactics.
- 2-day fleet race series with top 20 qualifying for Semi-finals Day and top 10 for Finals Day. Not supported as, to maximise the range of weather conditions it is better to run the qualifying series to the end of day 3 rather than day 2.
- All small-fleet racing, with "heats" followed by semi-finals then finals. Not supported. While this would allow all races to be umpired, and provide a consistent race format throughout an Event, it would decide qualifiers on one particular day's weather conditions when the next day might be very different.

The WP also noted that:

- “Stadium Racing” could be implemented using gates or obstructions on windward / leeward legs;
- the IOC recommends that ideally a sport’s most “universal” Events should be staged in a manner intended to deliver maximum spectator and media appeal;
- the 49er Class has stated it may be experimenting with the above 4-boat “Medal Race” option during 2012 to assess its popularity and desirability;
- the race management of “three races per Event on Finals Day” should be trialled prior to Rio 2016.

C2: Scoring System

The current scoring system is simple to understand and is consistent with normal sailing outside the Olympics. But it does not help increase “excitement” or build to a climax, and the inclusion of a discard after a certain number of races is unusual in sport and can mean the order changes significantly half way through an Event. The current Medal Race, with a smaller fleet, double points and non-discardable, is an example of variation. It has more impact on the overall result when the Event fleet size is small, and less when it is large, so it worked better in 2008 for the 49er and the Star than for the Laser and Radial.

The WP recommends that:

- the current low point scoring should be retained, except that, to give added value to race winners, 1st place should be 0 points (2nd place is still 2 points, 3rd is 3 etc)
- all Finals Day race points should be doubled
- with the change to 1st place = 0 points, all ties should be broken on the basis of the last race sailed.

The WP also considered, but did not support, the following options:

- high point scoring as it would introduce complexity for little advantage
- scoring based on race times, as it is not representative of Olympic Class racing elsewhere.

C3: Discard Races

The WP prefers no discard, but recognises this would lead to other challenges such as:

- when equipment is supplied, how to score equipment failure – is average points fairest?
- when the fleet is large, how to score DSQ or OSC – is a percentage penalty appropriate?
- when rule 42 imposes more than a small risk of a boat being required to retire.

The WP would support Classes and expert committees examining these challenges. If the discard is retained, the published results order should include a discard from the first day.

C4: Rule 42

Currently the Lasers and Skiffs apply rule 42 at all wind strengths, whereas the Finn and 470 each vary the rule to limit (differently) its application in winds over a certain strength. Limiting rule 42 has three impacts:

- i. it reduces a “judged” element of our sport;
- ii. it places greater physical demands on the sailors, in particular in the Finn;
- iii. it changes the sport (largely downwind) from a spectator point of view.

Rule 42 is particularly significant in the Lasers, both in its impact on sailing skills and technique, and its need for tight and consistent policing.

There are a number of possible options and combinations of options to consider:

- i. retain or remove today’s rule 42 variations;
- ii. retain but standardise today’s variations across all Olympic Events (or Classes);
- iii. retain the variations but adjust the wind-speeds at which they apply;
- iv. review rule 42 to make is easier to judge while preserving its intent;
- v. remove parts of (or all of) rule 42 altogether.

This report recommends showcasing the sport’s diversity through diversity of format. Applying rule 42 in some Events and not others, and thereby placing different athletic and technique demands on the sailors in different Events, is consistent with this approach. For any radical change in this area, it is essential to consider its impact on sailing at youth and junior level.

A possible application is included in the table below. It is recommended that a specialist group of members of this WP, International Judges S/C, and Olympic Classes S/C should assess options and advise, and should also review current class rule 42 changes as the WP believes some current wording is flawed.

Event	Rule 42
Board M & W	Rule 42 dis-applied

1P dinghy M & W	Standard rule 42
1P dinghy Finn M	Rule 42 dis-applied when sailing off-wind in all winds
2P spinnaker M & W	Rule 42 dis-applied after starting above a certain wind speed
2P skiff M & W	Rule 42 dis-applied
2P multihull	Rule 42 dis-applied

C5: Course Layout and Duration

The WP envisages that this is where the greatest differentiation between Events will be, and asks Olympic Classes to make recommendations to FormatWP@sailing.org.uk by 30th September, identifying preferred course layout, number of races per day, and race target times (full Olympic sized fleet and Finals Day).

For course layout, the WP requests consideration of:

- direction of leg 1: upwind, downwind or reach
- option for windward as well as leeward gates
- option for mid-leg gates on upwind and / or downwind legs
- if the course has reaches, how tight should they be
- upwind, downwind, reaching or slalom finishes; and if a reaching finish, how tight should it be
- number of laps (ideal, and also maximum to support use of Inner and Stadium courses)
- any differences between the full Olympic fleet and the Finals Day fleet courses

With their recommendations, Classes are also asked to add any comments on paragraph C1 to C4 conclusions.

D. Coach Boats

The number of coach boats at events currently reflects adversely on the sport for environmental and cost reasons. However they have a key safety role for long course racing a significant distance from harbour. They also provide services (equipment, clothing) services to sailors, and it is important to enable sailors and the sport of sailing to benefit from coaches at events.

One option is that individual coach boats should only be permitted on the Outer Course. Other options include limiting a team's number based on team size, or sailors sharing coach boats. Coaches could also take on race management functions such as Equipment inspection. The Coaches Commission should consider these issues and options further, and make recommendations to FormatWP@sailing.org.uk by 30th September.

E. Other Options

ISAF should continue to look for other options to develop Olympic sailing, and should wherever possible trial any such new ideas at ISAF events. Options around "team medals" should be trialled first at the Youth Olympic Games.

The medal ceremony for an Event should occur in front of the spectators as soon as possible after the finish of the last race. ISAF should investigate options for including "friends and families" – either at the race itself, or through a separate single evening ceremony at the conclusion of the whole regatta.

Summary of Recommendations & Options

#	Process	Purpose	2012 Status
	Report has propositions and options for further discussion in 2012. Final decisions in Nov 2012	Take account of 2012 innovations & post-Olympic review in final decisions. Give time for consultation.	No previous post-Olympic report
	Post-Olympic review of FOP processes	Improve media- and spectator-friendliness of sailing	No previous such review
#	Recommendation	Purpose	2012 Status
1	Format varies by Event. Event names decided after format decisions	1. Optimise format to suit Event / Equipment 2. Differentiate between Events & skills through format 3. Limit "non-media-friendly" elements.	All Events have same format. Names are based on Equipment.
2	For all options, be explicit if change is not recommended outside Olympics	Integrate Olympics into ISAF programme for enhancing presentation of sailors and sailing	n/a
3	Implement changes in SWC 2013, then review and refine and prove at 2014 Worlds	Allow sailors to experience and feedback. Ensure Olympics is not a "proving ground".	New features are being introduced into 2012 Olympics
4	Course racing and series scoring should be basis of competition for most Events. Final day should test same skills as earlier days	Olympics should reflect current competitive sailing / test of sailor skill. Trial more radical changes before Olympics	Series scoring is used (except Match and Kites)
5	Each Event has 4 sailing days. Extra days in the schedule to be used in the event of un-sailable days	Reduce duration of Events and overall regatta to: (i) increase daily viewer interest; (ii) reduce overall costs and resourcing required	Each Event has 6 sailing days.
6	3 course areas: "Outer", "Inner", "Stadium"	1. Reduce costs, # volunteers and venue constraints 2. Bring racing closer to spectators & TV	5 course areas & 6 race teams
7	Events not tied to specific course areas. Race management decisions consider spectators	Give Race Management ability to optimise each day for sailors and spectators	Events allocated course areas
8	The Olympic Sailing Competition requires 9 days and 3 courses, plus 2 spare days.	Reduce costs, increase daily interest, and improve spectator experience and media coverage	14 days, 5 courses areas & 6 race teams
9	Dates allow sailors to attend opening & closing ceremonies. Some finals on 1 st week-end	Reduce somewhat the impact of a remote venue	Sailing runs for almost the entire Olympic programme
10	Registration on day before Event starts. 2012 measurement team recommend processes for 2016. Events with significant measurement scheduled later in regatta	Shorten event, re-inforce competitor responsibility, but provide efficient & effective measurement capability	Regatta extended by 2 days of measurement at start
	Options	Purpose	2012 Status
A	Review fleet sizes to align with format decisions. "Towards 50/50" may be optimal	Consistent with medium-term goal of gender equality and regulation 23.1.2(g). Delivers M/W ratio of 56/44	M/W ratio 62/38
B	Olympic Events should comprise 3 full fleet days(QS) followed by Finals Day for 10 qualifiers. Finals Day races are umpired.	Qualification across all but Finals Day to maximise weather range. Race results on Finals Day known at finish.	Events have 10 (or more) full-fleet races then one umpired 10-boat race
C1	QS series results carried forward. 3 races on Finals Day, with option for 3 rd being a 4-boat "Medal Race"	1. Increase place changing on Finals Day 2. Improve spectator experience 3. Option for one-off "Winner takes Gold" race	Events have 10 (or more) full-fleet races then one 10-boat race
C2	Low point scoring modified so 1 st scores 0 pts. Finals Day races x2. Tie-breaker is last race	1. Increase the chance of place changes on Finals day. 2. Simplify tie-break - on basis of last race sailed	Medal Races score x2 points Complex tie-breaker
C3	Consider changes to allow no discard. If discard, include from start in daily result	Eliminate need for discard. Failing that, eliminate risk of result table upheaval when discard kicks in	Discard applied after x races (?5)
C4	Establish expert group to consider different application of Rule 42 across Events	Diversity; impact on sport; reduction in # officials; spectator appeal	R42 applies differently by Class
C5	Classes to submit recommendations on course layouts by 30 th Sept 2012	Select course that the Class and sailors believe provides the best test of athlete and Equipment	n/a
D	CC to advise how to reduce number of coach boats. Consider coaches performing other tasks – eg equipment inspection	Reduce the number, cost and environmental impact of coach boats and other RIBs at Olympic and supporting regattas	Coach boats allowed for all races. # at 2011 Test Event was >300. Separate Equipment inspectors.
E	Consider new options; trial at ISAF events	Enhance sailing at Olympics with proven innovation	Innovation tested first at Olympics
F	Medal ceremony promptly after race	Retain media and spectator interest to Event climax	Ceremonies ashore long after finish

April 2012

ISAF Youth Sailing World Championships

for discussion at the May 2012 ISAF meetings

Submitted by the Youth Strategy WP of the ISAF Youth Sailing World Championships Sub-Committee:
Cory Sertl, Mike Dempsey, Paddy Boyd, Nick Hutton, Esperanza Perez

Challenge: to retain and strengthen the key principles and unique features of the ISAF Youth Sailing World Championships that differentiate this event and keep it relevant to future youth sailors and a top priority for MNA's to allocate resources to.

What makes the ISAF YSWC unique and relevant to MNA's and youth sailors?

- Olympic-style atmosphere- nation teams (only one representative per nation per event), teams stay together in village environment, eat meals together and are exposed to the next step of competition
- ISAF Event tradition- only ISAF event dating from 1971- media focus on heroes who have become Olympic champions
- Educational component- WYST funds coach, daily debriefs, anti-doping program introduced by current athletes, those attending from smaller sailing nations become ambassadors when they return
- "Level playing field"- no equipment or coaching advantage at the event
- Equipment used is universally available and reflective of MNA junior and youth training
- Cost is contained and those unable to afford are identified and can attend with APP support
- Elite pinnacle event of youth sailing- the best sailors qualify to represent their nation
- A set of events/equipment type that represent youth sailing- a combination of traditional and high performance
- Representation open to all sailing nations- typically close to 70 nations
- Format of racing resembles what is occurring at class championships familiar to youth sailors
- Event remains relevant to established sailing nations with large numbers of youth sailors

Event Pressures

1. Event competes for attention from busy ISAF management
2. Sustainability in event management: concerns about maintaining high standards year to year
3. Race Management- maintaining expected level of quality
4. Managing a growing number of entrants- balance needed with desire for universality and more sailing nations and the event becoming too big
5. Limitations on supplied equipment- equipment suppliers in current economic climate are finding it difficult to supply the fleet sizes needed to supply every entrant with a new boat
6. Cost to host event and cost to competitor must be reasonable and contained
7. Venue capacity with enough suitable accommodation for athletes and officials

8. Appropriate equipment choices for youth sailors that are inexpensive and as universally accessible as possible

Recommendations

#1- ISAF Event Support

- Long term negotiation of equipment contracts. Negotiate long term contracts with equipment suppliers to use equipment at more than one event- ie. Laser Continental championships then a SWC and then the YSWC. ISAF manage the overall calendar to allow for maximum synergy of schedule and maximize use of equipment over a longer period of time than just one event. Consider options where equipment is stored between several events over several years.
- Ensure Branding is consistent year to year.
- Ensure consistent quality of event (ie. not too grand but not too bare bones).
- Secure a title sponsor and assist event hosts with managing all tiers of sponsorship and sponsorship fulfillment obligations.
- Improve PR and media including internet, social media and tracking.
- Race Official Committee involvement with long term approach to training of officials and volunteers years in advance of event.

#2- Manage reasonable growth of event over next 10 years to include sailors from more nations.

- Limit overall # of athletes at event (Olympics limits at 380)
- Current reservation policy can be expanded to first come first serve teams, possibly closing out some.
- Teams limited to maximum size (may not enter all events, must choose). Limit teams to only 6, 8, 10 sailors (less than max team) MNA has to decide which to enter.

**Qualification discussed and rejected due to the limitations in a youth calendar (school)- in many nations sailors must also qualify to represent their nation

#3- Equipment Supply

- Share equipment- boys morning, girls afternoon. A solution used in Croatia. Not ideal: Less sailing time for competitors, future venues may not permit easy boat swapping, risk of exhausted race committee on the water for too long making poor decisions
- Boat supply- change to BYOB- (bring your own boat)- not desirable to retain the level playing field but potential compromise in “manufacturer” classes- those closest BYOB, sails with branding still provided. This change would necessitate equipment control at least at a minimal level.

#4- Cost

- overall cost for MNA to attend needs to be seen as good value- MNA's have choices and can elect to allocate resources to class international events where they can send more

- than one boat per nation giving more sailors from their MNA exposure to international events.
- Contain overall budget and, specifically the MNA cost per sailor including entry fee, travel and team leader.
- Charge a charter fee for equipment- effectively raises the entry fee
- Teams racing in more than 4 events have to start paying additional equipment usage fees. (This would still keep universality in terms of the number of nations attending)

#5- Venue

- Limit hosts to a list of venues that are most capable of hosting a larger event (sailing centers with necessary infrastructure, for both sailing and with close access to suitable accommodations, and with experience running major events)
- Consider fixing event in two alternating venues over a 4-year period or the same venue for two years.
- access to supplied equipment
- venue selection part of long term overall ISAF Event Strategy a 4-8-12 year plan- SWC venues with provided boats can also be the youth venue- supplied boats can be used more than once, race/event management teams can develop and focus on more events.

#6- Equipment Choices

- Olympic pathway considerations
- ISAF leadership designating youth equipment- effect on MNA programs/resources
- Eliminate the least popular events. Event review analysis could determine there are too many choices of events (not reflecting what is actually occurring in youth sailing today)- could lead to a decision to focus on fewer events, perhaps only four or six.
- Consider other more suitable and less expensive options for girls in windsurfing and one person dinghy (Laser Radial recently replaced the Laser for boys)- one effect of this decision is a smaller number needed from a manufacturer but would entail another negotiation with a different supplier.
- Multihull might not fit in if forced to limit events- does multihull reflect what the youth are sailing today?
- Multihull is currently Open- change to Mixed.
- 29er is currently Open- change to 29er girls and 29er boys
- Choose 420 or 29er (might not be able to have both) or limit an MNA to entering one or the other
- Amend regulations to allow for changing equipment sooner than current 3-year timetable
- Amend regulations to put back in additional choices of equipment for some events